Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claim 1 (Canceled).

Claim 2 (Previously Presented): The drive joint according to claim 12, wherein the outer hub is configured as a deformation element.

Claim 3 (Previously Presented): The drive joint according to claim 12, wherein the outer hub is configured in such a manner that if a predetermined axial force on the drive shaft is exceeded, it allows disengagement of the inner hub from the outer hub, with plastic and/or elastic deformation.

Claim 4 (Previously Presented): The drive joint according to claim 12, wherein several raceways assigned to one another are provided in the inner hub and the outer hub, in which balls are

accommodated to transfer torque, and wherein a series of raceways of the inner hub runs at a slant to the axis of the inner hub, and is configured in such a manner that the raceways of the inner hub can be plastically and/or elastically deformed when the inner hub and the outer hub disengage, by means of the balls, at least at their drive-side end.

Claim 5 (Previously Presented): The drive joint according to claim 12, wherein the inner hub has an inner insertion gearing oriented coaxially to the axis of the inner hub, for accommodating an outer insertion gearing of one of the shaft sub-sections.

Claim 6 (Previously Presented): The drive joint according to claim 12, wherein the inner hub has a ring groove on its drive-side end, as an assembly aid.

Claim 7 (Previously Presented): The drive joint according to claim 12, wherein the joint has a weld flange for attachment to at least one of the shaft sub-sections on its drive-side and/or power-take-off-side end.

Claim 8 (Previously Presented): The drive joint according to claim 7, wherein the outer hub has a carrier housing having an accommodation region for the outer hub assigned to it, and that a lid is wedged in between the accommodation region for the outer hub and the weld flange, on the inside of the carrier housing.

Claim 9 (Currently Amended): Drive joint according to claim 12, wherein the first shaft sub-section comprises ~~that has~~ a drive-side end and the second shaft sub-section comprises a power-take-off-side end, ~~having~~

~~- an inner hub that has an inner hub axis and an outer contour, in which first inner running grooves and second inner running grooves are disposed, distributed alternately about the inner hub axis, whereby the first inner running grooves run proceeding from the drive-side end in the direction of the power-take-off-side end, and their groove root moves away from the inner hub axis as this happens, and whereby the second inner running grooves run proceeding from the power-take-off-side end in the direction of the drive-side end, and their groove root~~

~~moves away from the inner hub axis as this happens,~~

~~- an outer hub that has an outer hub axis and an inner contour, in which first outer running grooves and second outer running grooves are disposed, distributed alternately about the outer hub axis, and the first inner running grooves lie opposite first outer running grooves, and the second inner running grooves lie opposite second outer running grooves, in each instance, and form a pair with them, in each instance, whereby the first outer running grooves run proceeding from the drive-side end in the direction of the power-take-off-side end, and their groove root approaches the outer hub axis as this happens, and whereby the second outer running grooves run proceeding from the power-take-off-side end in the direction of the drive-side end, and their groove root approaches the outer hub axis as this happens,~~

- wherein the torque transfer mechanism comprises a ring-shaped cage having a spherical outer surface, which is disposed between the inner hub and the outer hub, and has radial windows, in accordance with the number of running groove pairs, in which balls that engage in the running grooves are guided, and whereby

the cage is guided to be centered in the outer hub, the drive having

- first introduction contours provided in the inner surface of the outer hub, which are disposed on both sides of the first outer running grooves and make a transition, from the drive-side end, at a diameter that at least approximately corresponds to the outside diameter of the cage, at least approximately after half the axial length of the outer hub, into first cage centering surfaces that run at an incline in the direction of the cage axis, and are configured to be ball-shaped, in accordance with the spherically shaped contact surfaces of the cage,

- second introduction contours provided in the inner surface of the outer hub, which are disposed on both sides of the second outer running grooves and make a transition, from the power-take-off-side end, at a diameter that at least approximately corresponds to the outside diameter of the cage, at least approximately after half the axial length of the outer hub, into second cage centering surfaces that run at an incline in the direction of the cage axis, and are configured to be ball-shaped,

in accordance with the spherically shaped contact surfaces of the cage,

whereby centering of the cage takes place exclusively in the outer hub, and centering of the inner hub relative to the outer hub takes place exclusively by way of the balls.

Claim 10 (Previously Presented): The drive joint according to claim 12, wherein at least the contour of the second inner running grooves, and/or the contour of the first cage centering surfaces of the outer hub, and/or the contour of the spherical outer surface of the cage, and/or the elasticity of the outer hub, are coordinated with one another in such a way that radial widening is made possible at least in the region of the second outer running grooves, by way of the balls of the second row that are displaced radially outward.

Claim 11 (Previously Presented): Drive joint for a motor vehicle, which can be connected with a first shaft sub-section and a second shaft sub-section, whereby the drive joint has an

outer joint part and an inner joint part disposed axially within the former, in which ball raceways are formed on the inside of the outer joint part and on the outside of the inner joint part, and in which balls are disposed in the ball raceways and spaced apart from one another by means of a ball cage, wherein the joint is designed such that when a certain axial force in the direction of one shaft sub-section towards the other shaft sub-section is exceeded, the joint parts disengage, wherein ridges that point radially inward are formed between the ball raceways of the outer joint part, which are shaped and dimensioned in such a manner that the ball cage remains geometrically and mechanically intact, to a great extent, after disengagement of the joint parts, if an axial force that leads to the inner joint part and the outer joint part being pushed into one another is exceeded.

Claim 12 (Currently Amended): A drive joint for permitting a rotationally and axially fixed connection between a first and a second shaft sub-section of a drive shaft, said connection allowing a limited angular displacement, said drive joint comprising:

(a) an inner hub as an inner joint part, said inner hub having an inner hub axis and an outer contour, in which first inner running grooves and second inner running grooves are disposed, distributed alternately about said inner hub axis, whereby said first inner running grooves run proceeding from the direction of said first shaft sub-section in the direction of said second shaft sub-section, and their groove root moves away from said inner hub axis as this happens, and whereby said second inner running grooves run proceeding from the direction of said second shaft sub-section in the direction of said first shaft sub-section, and their groove root moves away from said inner hub axis as this happens;

(b) an outer hub as an outer joint part, said outer hub having an outer hub axis and an inner contour, in which first outer running grooves and second outer running grooves are disposed, distributed alternately about the outer hub axis, wherein said first inner running grooves lie opposite said first outer running grooves and form first raceway pairs, and said second inner running grooves lie opposite said second outer running grooves and form second raceways pairs, in each instance, whereby said first outer running grooves run proceeding from the

direction of said first shaft sub-section in the direction of said second shaft sub-section, and their groove root approaches said outer hub axis as this happens, and whereby said second shaft sub-section run proceeding from the direction of said second shaft sub-section in the direction of said first shaft sub-section, and their groove root approaches said outer hub axis as this happens, wherein said inner hub and/or said outer hub is configured as a deformation element; and

(c) a torque transfer mechanism between said inner hub and said outer hub as additional joint parts, said torque transfer mechanism having balls for transferring torque;

wherein when a certain axial force in the direction of one shaft sub-section towards the other shaft sub-section is exceeded, said inner hub is axially displaced relative to said outer hub, balls of said second raceway pairs are pressed outward radially, so that said inner hub and/or said outer hub is at least locally deformed, balls of said first raceway pairs are released radially inward by a greater amount than the amount resulting from the radial migration of said balls of said second raceway pairs, and said ~~the~~ joint parts disengage during which disengagement said inner hub and/or said outer hub is just

plastically or elastically deformed and not destroyed.

Claim 13 (New): Drive joint according to claim 12, wherein said drive joint comprises a ring-shaped cage which is disposed between said inner hub and said outer hub;

said ring-shaped cage having radial windows, in accordance with the number of said raceway pairs, in which said balls are guided,

wherein said outer contour of said inner hub and said inner contour of said outer hub at least in the disengagement direction is shaped in such a manner and is provided with such a strength that said ring-shaped cage is held firmly relative to said outer hub during disengagement, and that said inner hub and/or said outer hub is just plastically or elastically deformed and not destroyed even when said inner hub disengages.